

THE TRANSFORMER

CONGRATULATIONS TO TRANSPORTATION'S NEWEST SENIOR MASTER SERGEANTS



AFSC 2T0X1

Beall, Roger E.
Blanchard, Jesse J.
Bury, Timothy S.
Hamilton, Darryl M.
House, Stanley
Jackson, Wanda D.
Wolfert, Daniel M.

AFSC 2T1X1

Carrion, Hector R.
Duffy, Peter J.
Faldoski, Mark A.
Lehane, James P.
Malenic, Matthew A.

AFSC 2T2X1

Beauregard, Michael
Brown, Alan J.
Carnako, Jerry W.
Edwards, Lionel T.
Fleishman, Patrick
Glazier, Garth G.
Gordon, Mark A.
Guskey, Timothy B.
Henriques, Christop
Langer, Joseph E.
Libby, William R.
Miller, David L. Jr.
Miller, Wesley D.
Raboteau, Richard G.
Reynolds, Matthew J.
Shallenberger, Rand

AFSC 2T3X0

Bush, Dale R.
Caballero, Jose D.
Floyd, Gary L. Jr.
Foley, Brian D.
Friesner, Jeffrey A.
Gallardo, Jose M.
Hayden, Ennon
Johnson, Jerald K.
Mart, Henry A.
Norton, Timothy F. I.
Pettingill, Kenneth
Stout, Michael K.
Swann, Mark W.

TRAFFIC MANAGEMENT

The Global Transportation Network (GTN)

Meeting the Needs of Defense Transportation System Customers GTN, when it is fully operational, will meet the DOD requirement for an automated, integrated view of transportation-related data and

decision support applications providing Intransit Visibility (ITV), Command and Control (C2) and Business Operations capabilities to Defense Transportation System (DTS) managers, customers, and lift providers.

If you haven't logged onto GTN lately, we believe you'll like what you see. On 1 Feb 99,

we introduced more user-friendly screen faces and additional capability in GTN. The new look not only enhances the capability to navigate through the various pages, but it brings with it numerous upgrades, like Quick Query, E-mail, Save and Query Manager.

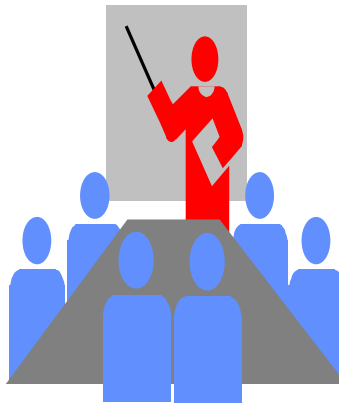
For the user who is searching GTN for a known object, we

think you will find Quick Query extremely helpful. The E-mail feature allows you to send query results to yourself or others and you can store up to 25 frequently used e-mail addresses in the Address Book. The E-mail icon is located at the top of the Query Results screens. Simply click on it and fill in the information. The Save feature allows you to name a common query and then save it. Once a query is saved, the Query Manager opens up tremendous possibilities. In Query Manager, you can schedule a saved query to run at any specific time or predefined interval and have the results E-mailed to yourself or others. Visit the Query Manager; you'll like what you see.

Another recent addition to GTN is the C2 Reports query function, which puts mission critical information in a single format that command centers need to track movements during contingencies or exercises. This feature was successfully developed in response to user requirements at the Joint Staff, U.S. Transportation Command and U.S. Central Command during DESERT THUNDER/DESERT FOX Operations.

Additional, upcoming features will include customized "picklists" and output reports and an "alert" function that will allow the user to program a query into GTN regarding a future event. GTN will automatically alert the user when the event actually occurs or if there is a deviation in the

planned event (i.e., a delay in estimated departure). Other features include new "Help" screens and "dynamic" content query. The "dynamic" feature allows users to enter a query and set a designated time for GTN to continuously refresh the query. This functionality is expected to be fielded in Aug 99.



GTN training is also moving closer to a fully operational distance learning capability. Development efforts continue with the distance learning tools (DLT), which will consist of on-line training accessible directly from GTN. We are currently refining the DLT, and we think you will find it to be a very valuable training tool.

A prototype DLT will soon be available so you can take a look at the product under development and provide your input. Please send us your feedback! The prototype will be available directly from our GTN training web site. This is the same site you currently find our User's Guide, GTN Primer, and GTN newsletters. You can also access the training web site via hyperlink directly from the GTN's "Message of the Day"

page. You need a .gov or .mil address to access the web site. If you have a .gov or .mil address and still encounter problems, contact your network administrator to ensure your computer is listed as a .mil or .gov address in the Domain Name Service (DNS).

Continuous improvement is crucial to keeping the GTN a flexible and responsive force enabler. As we continue to progress, we want to remind everyone of the importance of Feedback. Remember, it doesn't matter if you need help resolving a problem or you just want to suggest something be changed/added, you can contact the GTN Help Desk: 1-800-GTN-7001, Comm (618) 256-6836, DSN 576-6836 or by e-mail.

You can access GTN via the web at www.gtn.transcom.mil. You will find instructions on how to apply for an account on the GTN home page.

POC: Ms. Donna Lance
USTRANSCOM, TCJ4-LPG
Scott AFB IL
DSN: 576-8036, commercial:
(618) 256-8036, e-mail:
donna.lance@hq.transcom.mil

TOPS ON LAN

Recently, the 20th Transportation Squadron took advantage of an existing, but significantly underused, technology—TOPS on LAN. This article will give a quick overview of what TOPS on LAN can do to improve

efficiency and how you can get this great application.

The primary benefit of TMO using TOPS on LAN is the flexibility it provides to our traffic managers. Personnel no longer have to contend with the physical inconvenience of having two systems on their desk. The days when people are forced to access PC applications and email on one computer and TOPS on another are gone. By eliminating "dummy" terminals our people aren't restricted or tied to one PC...they can work anywhere! In short, this capability allows us to reduce infrastructure and increase efficiency through automation.

How did we do it...well, actually it was very simple. We downloaded the software from the web site. The downloading instructions are provided in a step-by-step format that is simple and self-explanatory. Server connectivity does not have to change so you don't have to make any changes to your networking. Anyone with basic network knowledge can install TOPS on LAN.

This is just one example of existing applications that can make our life easier. As we all know, the Air Force is getting smaller and technology is one of the ingredients we must use to meet future challenges. We have to find new ways to do things smarter. This relatively small hardware investment can help our people be as productive and innovative as possible. Our recipe for success—give the right tools to the right people

and never be satisfied with the 'status quo.'

POC: SMSgt Daniel Colter, Jr.
20 TRNS/LGTT
Shaw AFB SC
DSN: 965-9376
colter.daniel@shaw.af.mil.

DEPSECDEF Approves Implementation of Management Reform Memorandum (MRM) #15

On 4 February 1999, DEPSECDEF approved DOD wide implementation of MRM #15. Joint efforts between the DOD transportation communities, commercial transportation, and financial industries resulted in innovative business process changes designed to take full advantage of the best business practices private industry has to offer. These include the use of commercial documentation and payment vehicles to procure and pay for cargo related transportation services. Prototyped and tested at numerous DOD locations (including RAF Lakenheath, Yokota, Prince Sultan Air Base, Dover, Seymour-Johnson, and Little Rock), results have been fantastic, with dramatic savings in time and processing costs.

Based on prototype test results, DEPSECDEF approved the following specific steps for DOD implementation:

- a. Elimination of government unique documentation (CBL vice GBL).
- b. Use of USBank's PowerTrack Freight transaction

tracking and payment tool to pay truckload, less-than-truckload, express, and sealift carriers.

c. Use of NationsBank USA card and Electronic Account Government Ledger System (EAGLS) treasury contract for interim intergovernmental funds transfers for AMC airlift and sealift payments.

MRM #15 reengineering efforts, once implemented, will make it easier to pay carriers and reduce paperwork through the use of commercial documentation and electronic data interchange. The benefits to the traffic management community include:

- a. Reduction in carrier complaints to TMO due to slow payment or non payment.
- b. Easier rating of CBLs (next CMOS software update will allow electronic rate through CFM Host).
- c. Reduction in paperwork through use of electronic CBLs verses hard copy GBLs.
- d. Reduction in CMOS data entry time. Test bases experienced a 50 percent reduction in processing time using the CBL verses GBL.

Current plans include implementing these revolutionary changes at 18 Air Force installations by 30 June. The Air Staff is currently coordinating with the MAJCOMs to determine which sites will implement MRM #15 concepts first. Remaining Air Force installations will implement changes by Sep 2000. Look for additional

information on MRM #15 from your MAJCOMs in the near future.

POC: Major Vic Parker
AF/ILTT
AF Pentagon, Wash DC
DSN: 227-1078

AERIAL PORT OPERATIONS

Tiger is Coming!

Every two years Reserve aerial port members don their war gear to participate in a 22nd Air Force sponsored Patriot Tiger exercise. On 10 July 99, the first day of the exercise, three Reserve aerial port units will deploy a total of 110 personnel into a bare-base airfield operation. For four straight weeks, five Reserve teams and one Guard team will alternate on two-week annual tours to fine-tune their aerial port skills in field conditions.

The Patriot Tiger exercise is a chance for Reserve aerial porters to experience life in a tent city with field showers and kitchens, while developing their RCAPS, HAZMAT, Joint Inspection, cargo handling, and ERO skills. But it is not all fun and games. An experienced CADRE of aerial port members, who oversee the operations, could at any moment activate a scenario for a chemical or biological attack. All participants are trained in ATSO and are expected to carry their chemical gear and react to simulated attacks.

From the minute the team lands at "Dogpatch," a bare-

base location at Westover Air Reserve Base, they are given an orientation and begin proficiency training on material handling equipment to include Wide-Body Loader, 10K standard, 10K AT, 25K and 40K loaders. The training intensifies each day as the aerial porters become more familiar with the environment. Col. Ed Crowell, 22 AF/DON, stated "The Tiger exercise is a great time to get our aerial porter's annual proficiency training requirements signed off and out of the way for another year. This exercise affords us the opportunity to do just that."

Not only is there refresher training for 3, 5, and 7 skill levels, the camp commander ensures our Senior NCOs and Officers receive hands-on experience managing the day-to-day operations which includes Intel, C2 Leadership, and Duty Officer responsibilities. The most challenging part of the exercise requires field staff members to plan, from the ground up, a forward deployment to other locations and interact with Guard, Reserve, and active duty personnel.

This year's Patriot Tiger exercise has been enhanced through modernization and review of lessons learned from previous exercises. It will provide some very comprehensive field training for our Reserve aerial port members. We anticipate this year's exercise will be a huge success.

POC: CMSgt Linda
Lingenfelter
22 AF/DON
Dobbins ARB GA
DSN: 925-4552

COMBAT READINESS

In-Transit Visibility Standardization, Tracking, and Readiness (INTRANSTAR)

In-Transit Visibility (ITV) is becoming more important to the Air Force now than it ever has been. As we move to a light, lean, and responsive expeditionary air force, we can't afford to lose track of critical assets (personnel or cargo) as they move from home base to the deployed location and back. Effective ITV ensures confidence that the right assets are moving at the right time and provides decision makers at all levels the ability to control those assets as they move through the Defense Transportation System (DTS).

Past operations within USAFE emphasized we are not yet where we need to be in regard to providing real time ITV of assets through the Global Transportation Network (GTN). Several issues must be addressed to improve our processes. INTRANSTAR is a multifaceted USAFE program that addresses key ITV problem areas and formulates and implements appropriate corrective actions to improve USAFE's overall ITV capability. The following are the primary focus areas for this program.

Integrated Deployment System (IDS): IDS and its processes are fundamental to ITV. Therefore, wings must use IDS to the maximum extent possible. All wings must achieve Wing IDS Capable (WIC) status for IDS as quickly as possible to ensure automated data capture and processing. The USAFE goal is for all bases to attain WIC NLT 28 Jun 99. **Current Status:** Wings are transitioning to LOGMOD TG3. This set us back a bit initially, but through dedication our people are making the new system work. Initial tests show that, once post conversion actions are complete, our ability to electronically pass cargo data to CMOS is greatly improved. This one simple issue is significant to realization of ITV.

Training is the cornerstone to using ITV systems and executing its processes. Training needs throughout each wing must be evaluated and resolved, both near term and on a continued basis.

Current Status: HQ USAFE/LGXX spent a lot of time developing detailed LOGMOD and MANPER training modules. We provided these modules, along with the latest CMOS training plan, to each wing in February. Wings have been tasked to train all appropriate personnel on these systems NLT 9 April and quarterly thereafter. Wings will provide initial and quarterly reports to HQ USAFE.

Exercise program: IDS and ITV processes and procedures

must be regularly exercised to ensure the required level of expertise starting at squadron level and flowing to the wing commander. To achieve this, ITV must be integrated into wing exercises and deployments, and measured to track improvement. **Current Status:** Each wing will conduct 2 INTRANSTAR exercises between April and June to test and measure their ability to operate the IDS. After that, each wing will perform one exercise where ITV is a primary focus. During this exercise, IDS processes will also be measured, but the ability of the wing to actually populate ITV data in GTN will also be measured. Desired exercise outcomes and metrics are being finalized. Wings will use these metrics to measure their performance and report their results to HQ USAFE NLT 1 week after completion of the exercise.

Surface ITV Disconnect at Remote Locations. We must resolve the void of ITV at deployed locations, specifically for surface movements, where automated information systems such as the Cargo Movement Operations System (CMOS) do not exist. **Current Status:** This is without a doubt the most difficult issue to resolve. We are currently researching possible alternatives, including a deployable CMOS suite, using Radio Frequency Tags and Interrogators, and/or using Remote GATES. RF Tags and Interrogators are being tested in a real world scenario at five

locations including one remote deployed site. We are not sure what the final solution will be, but, we are confident we will be able to find an appropriate solution that meets our needs.

Although INTRANSTAR is a fairly new program, instituted throughout USAFE in Jan 99, we have made significant progress in providing ITV to the warfighter. Most importantly, ITV's importance in the overall logistics mindset has increased dramatically. Everyone, from Airmen in the squadrons to Wing Commanders, is getting involved in the ITV process.

Across the board acceptance of ITV's importance is crucial to ensuring appropriate fixes are implemented. Our Airmen and NCOs are extremely dedicated and are the ones that are really making ITV work in USAFE.

We look forward to providing periodic updates on our progress.

POC: Capt Mike McDaniel
Chief, Infrastructure, Systems
Contracts
HQ USAFE/LGTR
DSN: 480-7460/5149
michael.mcdaniel@ramstein.af.mil

VEHICLE MAINTENANCE

Vehicle Maintenance Team Concept

This is a synopsis on what the program is and how it works.

Background: Traditionally, vehicle maintenance shops have been structured according to type of equipment and functions. These shops are

basically Customer Service (to include Mobil Maintenance), General Purpose (to include tire shop), Special Purpose, Allied Trades, Refueling Maintenance, Fire Truck Maintenance, Maintenance Control and Analysis, and Material Control/DVSS. This operation for the most part works well. Customer Service receives the work, MCA takes care of the paperwork and controls the work-load. When maintenance is accomplished at each shop, work orders are turned into an incoming basket located in MC&A and the controller updates the computer and decides what the next shop is going to be according to the write-ups and the particular shop's work load. A tiger team discovered that in this transfer basket, it takes an average of two hours per work order to transfer to all the shops. For complex work orders this translates to several days.

The team concept: The team concept approach restructured the traditional transfer of work orders in the incoming basket in MC&A. Team leaders and technicians manage transfers of vehicles and maintenance actions between shops and inform MC&A controller to make the changes in OLVIMS. This concept is called "Cradle to the Grave" concept. It is basically a program where the technician will guide the vehicle from shop to shop until the vehicle repairs get completed and the vehicle is put on the ready line and picked up by the

customer. This practice saves over \$17,000 dollars in labor cost per month at RAF Mildenhall. In addition, a customer service initiative, "Door-Step" maintenance team was established to perform a wide variety of vehicle repairs at the users location IE, CE yard, AMSS port, SPS etc. This initiative saved wear and tear on vehicles and also contributed to time, transferring vehicles to and from vehicle maintenance.

Conclusion: The team concept works especially well when supported by cradle to the grave and door-step concept, because:

1. All shops work together simultaneously
2. Technicians help find where spare parts are (location, price, they assist DVSS to stream line the lines of procurement)
3. Team leaders ensure that the vehicle does not sit in shops awaiting maintenance action and only stops when a vehicle is VDP. Team leaders then continues to follow up with DVSS on the status of parts
4. Personal interest and sense of ownership is heightened
5. Results: Shorter turn-around rate and high vehicles-in-commission contributing to an increased mission readiness

POC: MSgt Jose M. Gallardo
100 TRN/LGTM
RAF Mildenhall UK
DSN: 238-4276
jose.gallardo@mildenhall.af.mil

Taking The Freeze Off



SrA Roland Benitez and MSgt Garry Talbot from the 366th Transportation Squadron took aim, shot straight and solved a historical problem with the aircraft de-icer.

Over this past winter, the 366th Wing spent over \$10,000 dollars and hundreds of man-hours repairing aircraft de-icers. To a large extent, this historical problem has been accepted as a cost of doing business at a Northern Tier or cold weather base. Now before you quit reading to scan another article, let me tell you a quick story of how two "Gunfighters" from Mountain Home Air Force Base took the initiative to work a long-term solution to this problem. This is a win-win-win story. The unit saves man-hours, the wing saves precious dollars, and the flightline maintainers save time spent out in the cold purging the de-icers of water.

SrA Roland Benitez, a special purpose mechanic assigned to 366 TRNS, attended specialized training for the Landoll de-icers

assigned to Mountain Home. While touring the de-icer assembly plant, he happened to speak with one of the plant's engineers. Airman Benitez took the opportunity to ask what could be done to prevent a problem his wing experiences every winter when freezing temperatures rupture lines, fittings, pumps, hoses, and break an occasional \$5,000 heating element.

Much to the 366th Wing's delight, the engineer stated that Landoll was proposing a modification to the Air Force's Air Logistic Center (ALC) at Kelly AFB. However, as the freezing temperatures of Idaho began causing problems to the de-icers, and no technical solution was yet approved by the ALC, it was time for straight shooting from the "Gunfighter" maintainers.

MSgt Garry Talbot, Vehicle Maintenance Foreman, rose to the challenge and coordinated with the Landoll engineer and item managers at the ALC. Within two weeks a memorandum from the ALC was in-hand allowing 366 TRNS to begin modifying the de-icers' pumping system configuration to accommodate a pre-mix of de-icer fluid. The unit is now in the process of performing a partial modification to the 14 de-icers assigned to the wing. This partial modification prevents freezing within the major components of the de-icers and takes two days to prep each unit and complete the modification. Full modifications

for the Mountain Home de-icers are scheduled to be performed in conjunction with the unit's summer rebuild program. This full conversion is a four-step process and requires removing the plumbing, electrical components, heating elements, and pump for the water portions of the system.

"Hats off" to the 366th transporters for taking the initiative to work a solution to not only a Mountain Home problem, but also a problem that faces all Northern Tier and cold weather bases.

POC: 2Lt. Rebecca L. Ainslie
366th TRNS
Mountain Home AFB ID
DSN: 728-6997
Com'l: 208-828-6997
Rebecca.Ainslie@mountainhom
e.af.mil

Vehicle Maintenance Control and Analysis Program Change

Once again events have taken place that will change the educational direction of the Maintenance Control and Analysis personnel. A classification change effective 31 October 1999 will formally delete the Vehicle Maintenance experience prerequisite for AFSC 2T3X7. These prerequisites are currently waived, and trainees from non-vehicle maintenance AFSCs are being considered for retraining action. With the changes to the three level course and the forthcoming addition of a separate seven level course,

beginning 1 January 1999, personnel with AFSC 2T3X7 were registered in the Maintenance Production Management degree program. Students in AFSC 2T3X7 currently registered in the Vehicle Maintenance degree program have the option of remaining in that degree program or registering in the Maintenance Production Management degree program. Keep in mind that courses pertaining to Vehicle Maintenance cannot be applied in the Maintenance Production Management degree program. Please contact your local education counselor if you have questions or concerns.

POC: SSgt Hilda Quinones
Maxwell AFB AL
DSN 596-7739
hilda.quinones@maxwell.af.mil

Do The Right Thing With The Wrong Kind of 4K Tire

We at the 56th Transportation Squadron, Vehicle Maintenance, Luke AFB had a problem with our 1994 Hyster 4,000 pound forklift, model H40XM. We replaced both drive tires with an identical size specified for the original tires, a 28x9-15 (8.15x15). When the forks are lifted 6 inches and tilted back, the new tires rub against the hydraulic hose mount on the carriage. The problem is apparently quite common in the field, but the approach to fixing the problem is varied.

The field representative suggested changing the tire/rim

assembly to a 12 inches rim size or shortening the backward tilt stroke inside the hydraulic cylinders. I called other bases to inquire if they have this problem and how they fixed it. One base told me they just tell the operators not to tilt the forks backwards and another base is having material cut away from their tires to make the diameter smaller.

Thanks to Airman David Nesbitt from the 436th Transportation Squadron, Vehicle Maintenance, Dover AFB, I was able to get the information I needed. The solution is to replace the tires with 28x9-15 Premium Wide Track made by Titan. This tire is the same size as the original but smaller in diameter than ordinary replacement tires. I encourage all fellow Vehicle Maintainers to inspect your equipment if you have this problem and to fix it the right way!

POC: MSgt Ben C. Aragonés
Foreman, Vehicle Maintenance
56 Trans/ LGTM
Luke AFB, AZ 85309-1436
DSN: 896-8614

In-House Crane Weight Testing Program

TSgt Mark S. Daniels' dedicated research efforts and study on "in-house" crane weight testing program paid huge dividends for 7th Air Force, Korea. He worked exhaustively for 60 days with crane manufacturers in Korea, the United States, and local crash

recovery teams in determining crane weight test procedures. He developed and published "in-house" weight testing program. Effective 4 Aug 98, TSgt Daniels implemented our weight testing program and saved \$6,500 per crane in contract cost – savings of \$97,500 in a four-month period.

At first the going was slow because of required repairs on the Load Movement Indicator (LMI) and minor adjustments to the computer input devices. After all the discrepancies were corrected, TSgt Daniels was ready to proceed with the procedures that he established. He conducted 12 load tests over the next four months, including adjustments to the LMI and minor repairs to the hydraulic systems. Even though it was a long tedious task, it was one that paid big dividends.

This is a success story that can be contagious and will not go unnoticed. The 607 ASG (7th AF/LG) adopted his procedures and implemented the program for five Collocated Operating Bases (COBs) i.e. Taegu, Kimhae, Suwon, Chong Ju, and Kwang Ju Air Bases. TSgt Daniels volunteered to provide instructions and hands-on training to military and local national contractor personnel. TSgt Daniels program has great potential for wider application. If you would like more information, contact TSgt Daniels, MSgt Keller, SMSgt Dylla, or CMSgt Lee at 51 TRNS/LGTM.

POC: TSgt Mark S. Daniels
51 TRNS/LGTM
DSN: 315-784-3053
Com'l: 784-3055, or 4087

Mobile Training Team (MTT) Provide On Site Training

Kadena AB recently hosted its second Mobile Training Team (MTT) class of the year and it was on the unique, almost one of a kind, Tri-state R-12 Hydrant Hose Truck. For those of you that are unfamiliar with the R-12, it is designed to accomplish fuel servicing of both military and commercial aircraft. By using its ground fuel servicing and lift platform hoses, you have the capability to service an aircraft at 1,200 gallons of fuel per minute and defuel at a rate of 300 gallons per minute, twice the fueling capacity of an R-11.

Our class held in March 1999 went off without a hitch, and was a real eye opener for technicians. SSgt (sel) Donaldson, our MTT instructor, taught various aspects of troubleshooting and repairing the unique systems on this time saving piece of equipment. To help reveal the inner workings of the R-12, our class used one of Kadena's classic 1986 models as its hands-on training aid. The instructor brilliantly covered its assortment of pumping system control valves and the intricate schematics, for its electrical, fuel, and air systems.

MTT provided on-site training to maintenance personnel at a fraction of the cost to send eight students to Port Hueneme. The

big plus, is that there is no jet lag except for the instructor! Think about it, only one person has to take that grueling plane ride across the mighty Pacific Ocean and pay those costly airline fees. In this day of reduced budgets and manning reductions, it is hard to find the resources to send personnel to expensive training in California, USA. So how do we get people trained on specialized vehicles and equipment when everything is shrinking? We send one out to teach the many, and call it an MTT, what a concept.

MTT benefit the entire command with its on site training. So if your base gets the chance to host one, go for it! Not only do you get specialized training at a reduced cost, the instructor gets a chance to see great new places, meet dedicated professionals from around the command, and take a long plane ride. Numerous MTTs are happening throughout PACAF and they're not all on the unique R-12. So if you are given the chance to attend a class, don't hesitate, because seating in these classes are first come first served. Special thanks to Staff Sergeant Select Donaldson for coming TDY to instruct, and to Yokota AB for its student participation.

POC: TSgt Brian Swenson
TSgt (S) Brian Ziemer
Kadena AB Japan

Transportation Vehicle Roadmap Update

During the last Vehicle Management Advisory Group (VMAG), Col Brewer briefed the Vehicle Roadmap, a strategic document outlining 11 key focus areas, with specific goals, objectives, and action plans for each. We have made good progress with several of the Roadmap initiatives, to include securing funding for several major contracted studies that support specific action plans. The following highlight our progress to date:

Guam Corrosion Test

The Guam Corrosion Test will end in June 99. Many corrosion-inhibiting coatings were tested in Guam's severe salt-water air environment. Some of the most promising products for field application include zinc rich coatings and ceramic impregnated resin topcoats. In contrast to the products the Transportation world has traditionally applied, which contain virtually no corrosion inhibitors, the products tested in Guam are engineered to be much more resistant to corrosive conditions. Thermal Wire Arc Spray is another technology with great potential, particularly if integrated into the depot overhaul process. This process runs strands of zinc and aluminum wire through a high temperature arc flame and the resultant molten alloy is blown on to the bare metal surface. This product is virtually

impervious to corrosion, providing protection for 30 - 40 years. However, the process requires the vehicle be stripped to bare, "white metal" conditions and is more time intensive than the other tested technologies. We will be working with WR-ALC to modify field level technical data to include new products and processes and start the process of integrating new coating processes into depot overhaul. Finally, we must evaluate current training requirements and make modifications as needed.

WRM Storage Initiative

Another major initiative in progress is the evaluation of an outdoor storage and corrosion inhibiting technology that may have promising applications for WRM storage. Using this technology, a vehicle would be wrapped in a durable, waterproof film, with Vapor Inhibiting Compound (VIC) emitters enclosed. The VIC emitters are products that emit a corrosion inhibiting vapor, which provide surface protection from corrosive conditions. There are emitters for different applications, i.e., electrical boxes, structural areas, etc. Additionally, the process includes fluid additives that provide corrosion protection while eliminating the requirement to drain fluids during long term storage. PACAF and ACC will be testing this technology on WRM vehicles and selected aerospace

ground equipment in the Pacific and Southwest Asia. If successful, this technology will significantly reduce the amount of time required to return vehicles in inactive storage to mission capable condition. This same technology was recently applied to two 25K loaders leaving the depot (Eastaboga, Alabama) in route to Hawaii and Korea. The results are being evaluated.

Lease Vs Buy

IL has approved funding a major independent study that will include a detailed cost analysis of General Purpose vehicle lease and buy options. The contractors selected to perform this study are world renowned in the economic analysis business and will provide a credible standard by which to measure the relative costs associated with leasing versus centrally procuring vehicles.

The Lockwood-Greene study, a cost-benefit analysis that compares the cost of procuring/maintaining CE heavy equipment versus rent on demand from a global provider, is scheduled to be complete the end of April. This study also includes market research, and a thorough inventory of equipment.

50K Rough Terrain Cargo Handler Replacement (RTCH)

During the 1997 annual Munitions (MUNS) Conference at Eglin AFB, Munitions

personnel expressed dissatisfaction with the 50K RTCH, used to handle 20-foot munitions containers in MUNS storage areas. The RTCH, which weights 125K lbs, is too heavy to traverse some overseas bridges, causes severe damage to roads and storage pads, and has poor parts supportability. PACAF assembled a 10 person multi-AFSC team (MUNS, TRANS, Contracting, operators) that visited the Seattle waterport, where they talked with stevedores, test drove commercial models, met with vendors, and selected a model for a one year field test. Two 55K Hyster models were leased with the option to buy, and shipped to Ramstein and Kadena. This test has been a huge success. The Hyster is 33% lighter, \$200K cheaper, a more agile design, does not cause road damage, and is parts supportable. Thanks to WR-ALC/LE, John Brogden, the Hyster is now on the GSA schedule. PACAF has already bought out their lease, and is procuring two additional assets with the long-term plan to replace all RTCHs with Hyster designs.

A similar "customer involved" approach is currently being pursued with the proposed Flightline Tow Tractor commercial design replacement for the Bobtail.

Commercial Door-to-Door Transportation

Our efforts to secure commercial door-to-door, time

definite delivery transportation for shipping of our depot eligible equipment to and from the commercial depots continue to progress. Recommended by the Mercer University Depot Overhaul Study, this initiative will be particularly valuable to OCONUS locations, where shipping processes to and from depot have been fragmented and unreliable, resulting in equipment being in transit for 4-8 months each way. To date, MTMC has completed market research with industry and identified nine potential carriers. A Statement of Work has been completed and MTMC is drafting a Request for Proposal. Requirements include in-transit-visibility, to be monitored by WR-ALC/LECI, door-to-door service (one phone call), and 30 day total transit time or less, each way. This initiative will significantly reduce the time critical assets are in the depot cycle, while providing depot overhaul contractors with a more predictable input schedule with which to plan workload.

POC: Lt Col Chew
HQ USAF/ILTV
AF Pentagon, Wash DC
DSN: 227-5761

AIR FORCE SCHOOL HOUSE

Traffic Management Office (TMO) School House Rebirth

Recently, Air Staff Functional Managers, school-house representatives and Subject Matter Experts (SMEs) rededicated their efforts to give the TMO school-house a

rebirth. This included course modernization updates of equipment, computer software, and computer hardware.

With this in mind, the concept of Mission Ready Technician (MRT) was introduced and implemented into the apprentice course. MRT conceptualizes the belief that our graduating technicians (apprentice level) should be capable of performing certain STS tasks immediately upon arrival at their first duty station, thereby reducing the burden of immediate retraining to command/base unique situations and supervision. To that end, more hands on training was added to this initial skills course. More focus on saw operations and computers have been instituted and funded.

In the saw operations area, students receive considerably more (hands-on) time, actually working with saws and producing useable containers.

The Cargo Movement Operations System (CMOS) within the apprentice course also received overdue enhancement measures to include acquisition of new computers and software to bring the subject matter taught here more in line with field requirements. With the assistance of SSG, we were able to streamline aspects of the course to facilitate more hands on operations and computer familiarization. Students spend considerably more time with CMOS and graduate with a more focused awareness of the

purposes, processes and capabilities of CMOS.

Further, the TMO craftsman course is presently being revised to encompass more management skills application. New computers for this course are being purchased (thanks to SSG) and will enhance the CMOS portion of the course. Additionally, more emphasis is being placed on deployment, budgeting, and manpower as SMEs, functional managers, and HQ USAF ILT requested and support these initiatives in the re-write of this course to focus more on day to day field operational requirements.

The TMO school house focus is on the future. We the faculty, management, and staff are dedicated to provide the field with highly trained and motivated technicians to support peace and wartime contingencies.

POC: Francis J. Sykes
TMO Course Manager
345TRS/TTTD
Lackland AFB TX

CDC Study

I am MSgt Ray W. Long III, the CDC Author for the 2T1X1 career field. I wanted to take this opportunity to provide information about three CDC-related subjects: the recent "hold status" of the new 2T151 CDCs, status of the new 7-Level CDCs, and a CDC study rumor. First let me tell you how to contact me.

Part of my duties includes responding to queries about the

CDCs from supervisors and trainees in our career field. You have several ways to contact me. You can send the Extension Course Institute (ECI) an ECI Form 17, located in your CDC package. They will forward it to me and I will contact you. This takes the longest time. For a quick response you can call me at DSN: 581-8687 or e-mail longra@wood.army.mil. In any case, include your commercial phone number. Fort Leonard Wood offices can receive DSN but can not call out DSN. So far I have only received a few calls about the new 5-Level CDCs.

ECI activated the new 5-Level CDCs in November 1998. However, some students received a notice in January saying the course was on "hold status." This is the response I received from the Chief, Curriculum Control at ECI:

"CDC 2T151 was placed on hold 13 January 1999 to allow ECI personnel to reorder materials. It generally takes a week to 10 days to process a reprint request; although sometimes it can take longer. Unfortunately, ECI does not normally send notification to the field when these types of administrative processings are going on. The warehouse received the reprints on 22 January 1999 and the course was released from the hold status. Twenty-three students were affected by the hold, and all were shipped materials on 23 January."

"...This is a part of the normal restocking cycle that ECI has been using all along."

So, if you or your trainees receive this notice, ECI will send your 5 or 7-Level CDCs soon.

I finished writing the new 2T171 CDCs and submitted them to ECI the first week of February. Now, ECI has 152 days to complete their work. Part of that work includes a bilateral review, between ECI and myself, of each unit. Baring any problems, these new CDCs should be available by July 1999. Then trainees to the 7-Level can study new, current material for 7-level upgrade.

Studying CDCs has never been exciting, but an increase in skill level and rank is exciting. However, the only way to get there is to pass the CDC, end of course examination. A few "well-meaning" supervisors tell their trainees they need only study the unit review exercises in the CDCs to prepare for the course exam -- this is the worst way to prepare! Trainees who did well using this method, did well because of knowledge they gained from what they read, or osmosis. The best way to study for the course exam (and gain the most from the course) is to follow the study guidance sent with the course. Briefly, it involves a process of reading all the material, answering the self-study questions, completing the unit review questions, and finally, studying areas in which you need improvement. ECI designed these methods to not

only help trainees pass the course examination, but also help them become a highly skilled Vehicle Operator/Dispatcher -- a Road Warrior!

POC: MSgt Ray W. Long, III
Fort Leonard Wood
DSN: 581-8687

OTHER ITEMS OF INTEREST

Transportation Managers' Handbook

Are you new to the transportation career field? The new Transportation Managers' Handbook is out! The Air Force Logistics Management Agency, Transportation Division, has completely updated, rewritten and redesigned it for 1999.

The Transportation Managers' Handbook is designed primarily to help junior officers and those that just want to get a feel for the transportation "turf" in minimum time. It is intended to give a general understanding of what transporters do as well as why and how they do it.

Each of the five main chapters--AMC aerial ports, Combat Readiness & Resources, Vehicle Operations, Vehicle Maintenance, and Traffic Management--gives a general overview of the functional structure of the work center and an informal explanation of the transportation officer's responsibilities in that area. There are references to the many Joint, Air Force and MAJCOM publications and

directives frequently required to do your job as well as several organizational charts to get the feel for how each section is organized.

Here are a few other highlights:

- Slimmed down! - 80 pages versus the nearly 200 pages 1995 edition.
- Full-color, high-impact publishing!
- Peer-reviewed by Subject Matter Experts in the field!
- Expanded glossary and acronym dictionary!

If you would like a copy, please contact us at DSN 596-4464. We expect to make this product available on the World Wide Web in April 1999 at <http://www.il.hq.af.mil/aflma/index.html>.

POC: Capt Jeffrey Bergdolt
Chief, Plans and Programs
AFLMA/LGT
Maxwell AFB AL
DSN: 596-4464
jeffrey.bergdolt@aflma.gunter.af.mil

THE AIR FORCE LOGISTICS MANAGEMENT AGENCY

The Air Force Logistics Management Agency (AFLMA) is a Field Operating Agency (FOA) assigned to HQ USAF/IL and located at Maxwell AFB, Gunter Annex, Alabama. It is a logistics problem-solving organization. Using a broad range of functional, analytical, and scientific expertise, the AFLMA tackles some of the toughest logistics problems facing the Air

Force and produces solutions that improve both combat and war-winning capability. The AFLMA makes these specialized problem-solving capabilities available to every logistician in the Air Force.

The AFLMA's key strength is its people. They are handpicked professionals from logistics functions, operational analysis sections, and computer programming shops. Virtually all Agency personnel have advanced degrees, a number of which are doctorates. In addition, we have state-of-the-art and leading-edge computer support, analysis, and simulation capabilities. This combination of skilled people, advanced equipment, and analysis capabilities gives us the ability to tackle the toughest Air Force logistics problems.

Anyone can submit project proposals to the AFLMA. However, projects are normally submitted through the Logistics Board of Advisors (BOA) (a 17-member group of senior logisticians). Upon receipt, the proposed study undergoes an extensive preliminary analysis and is submitted to the AFLMA Commander for approval. The project proposal is then submitted to one or more BOA members for sponsorship. Each initiator is notified of our action on the proposal submitted. If we cannot work the problem, we will suggest alternate agencies which may be able to study the issue.

Once a project is completed, the original report, with

recommendations, is sent to the project sponsor. Reports are then distributed to all affected agencies. If the recommendations are approved, the sponsoring agencies must take the necessary actions to implement them.

So, why use the AFLMA? Five reasons: (1) depth and breadth of logistics experience; (2) a high level of academic training and research skills; (3) recent field experience and an understanding of the problems field units face; (4) objectivity of the Agency; and (5) cross-functional teams and expertise. On average, the AFLMA will finish a project in under six months.

Interested? Give us a call at DSN 596-4464. You might also check out our web site at <http://www.il.hq.af.mil/aflma/index.html>.

POC: Capt Leigh E. Method
Chief, Systems & Automation
AFLMA/LGT
Maxwell AFB AL
DSN: 596-4464
leigh.method@aflma.gunter.af.mil



PUBLISHER

The office responsible for the management of The Transformer is HQ USAF/ILT with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of the "The Transformer" and distribute them throughout your unit.

**THE TRANSFORMER
PROGRAM MANAGER**

JPPSO-SAT/XO:

Mr. Al August

DSN PHONE: 954-4227

Toll Free: 800-599-7709, ext 4227

DSN FAX: 954-4293

Commercial FAX: (210) 321-4293

aaugust@jppsosat.randolph.af.mil

transformer@jppsosat.randolph.af.mil

mil

HOW TO SUBMIT ARTICLES

Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative.

Articles may be submitted by...

(1) E-mail. (2) Fax. (3) Mail disk with article in plain text or Word. (4) Mail hard copy of article.

All articles must be submitted through your MAJCOM POC, listed on this page.

**HOW CAN I GET THE
TRANSFORMER?**

Visit our Internet Home Page: <http://jppsosat.randolph.af.mil>, contact the program manager aaugust@jppsosat.randolph.af.mil, or one of the MAJCOM POCs listed on this page.

MAJCOM POCs

ACC/LGT: Capt Craig Mays

HQ ACC/LGTR

DSN PHONE: 574-3257/3419

DSN FAX: 574-4414

craig.mays@langley.af.mil

AETC/LGT: CMSgt Stephen Wathen

HQ AETC/LGTR

DSN PHONE: 487-3606

DSN FAX: 487-6827

stephen.wathen@randolph.af.mil

AFMC/LGT: Capt Mark

Luttschwager

HQ AFMC/LGTR

DSN PHONE: 787-7554

DSN FAX: 787-3371

luttscm@wpgate1.wpafb.af.mil

AMC/LGT: MSgt Thomas E. Dillon

HQ AMC/LGTR

DSN PHONE: 576-3147

DSN FAX: 576-1878

dillont@hqamclg.safb.af.mil

AMC/DO: SSgt Catherine

Richardson, MSgt Brian Guy or

MSgt Alan Schaffer

HQ AMC/DOZXC

DSN PHONE: 576-2951/3747

DSN FAX: 576-6468

catherine.richardson@scott.af.mil

brian.guy@scott.af.mil

alan.schaffer@scott.af.mil

AFSOC/LGT: MSgt Laita Snapp

HQ AFSOC/LGTV

DSN PHONE: 579-2516

DSN FAX: 579-5063

snappl@hurlburt.af.mil

AFSPC/LGT: MSgt Alan Lindsay

HQ AFSPC/LGTV

DSN PHONE: 692-3173

DSN FAX: 692-5667

lindsaya@spacecom.af.mil

PACAF/LGT: MSgt Linda Bonney

HQ PACAF/LGTV

DSN PHONE: 449-6303

DSN FAX: 449-5709

bonneyl@hqpacaf.af.mil

USAFE/LGT: MSgt Swezey

HQ USAFE/LGTT

DSN PHONE: 480-6321/6327/7368

DSN FAX: 480-6320

swezey@ramstein.af.mil or

AFRC/DO: MSgt Tom Johnson

HQ AFRC/DONR

DSN PHONE: 497-1715

DSN FAX: 497-0404

thomas.johnson@AFRC.AF.MIL

AFRC/LGT: SMSgt Phillip Little

HQ AFRC/LGTT

DSN PHONE: 497-1697

DSN FAX: 497-1705

phillip.little@afrc.af.mil

ANG/LGT: Capt Casey Scharven

ANGRC/LGTR

DSN PHONE: 278-8725

DSN FAX: 278-8481

scharvenc@ang.af.mil

USTRANSCOM/J4: Major Melissa Higginbotham

USTRANSCOM/J4-BCA

DSN: 576-6887

DSN FAX: 576-8559

MELISSA.HIGGINBOTHAM@HQ.

TRANSCOM.MIL